

BAY AREA TOLL AUTHORITY

Regional Measure 1
Toll Bridge Projects

Project Monitoring Program

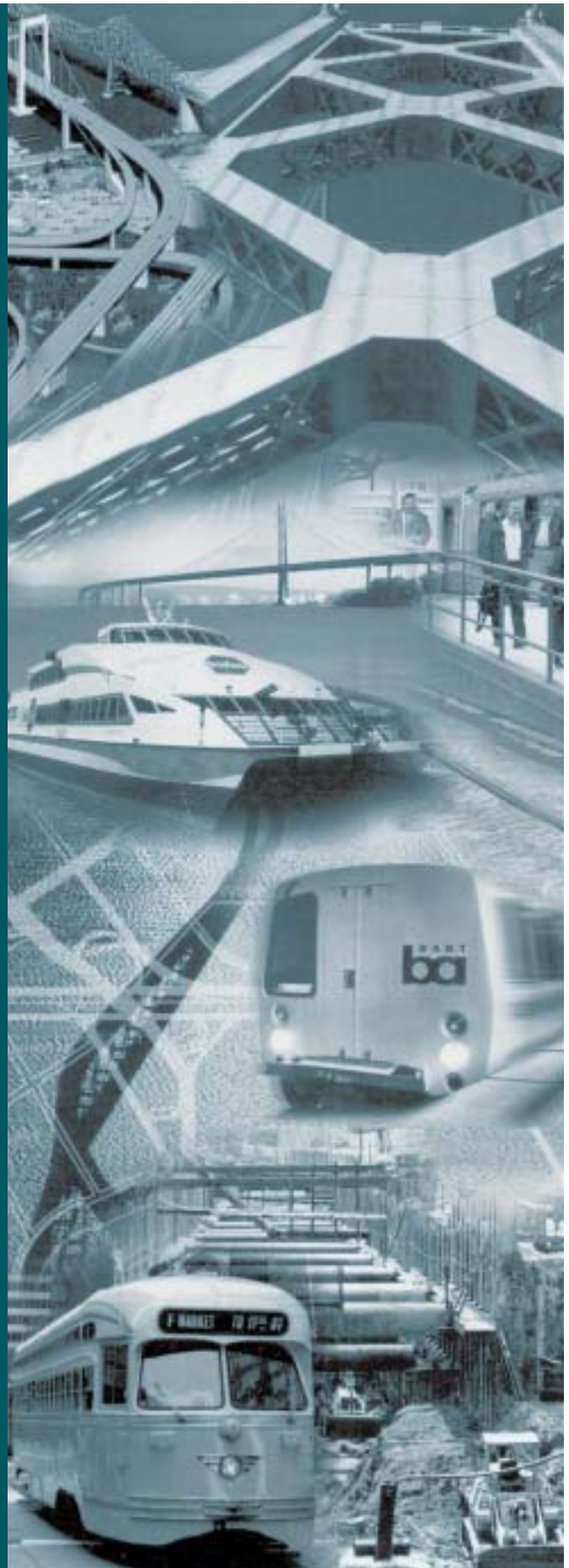
MAY 2003 PROGRESS REPORT



Metropolitan Transportation
Commission

Bay Area Toll Authority

Released June 2003



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Prepared for
Metropolitan Transportation
Commission

Bay Area Toll Authority

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The following information is provided in accordance with California Government code Section 7550:

This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Regional Measure 1 Toll Bridge Program. The contract value for the monitoring efforts, technical analysis, and field site work which contribute to these reports, as well as the report preparation and production, is \$3,068,993.00.

TABLE OF CONTENTS

Regional Measure 1 Toll Bridge Program	1
Executive Summary - Status of Regional Measure 1 Projects, and Key Issues and Developments	
Northern Bridge Group	2
Southern Bridge Group	4
Cost Status Summary	6
Schedule Status Summary	7
Northern Bridge Group	
New Benicia-Martinez Bridge	8
Carquinez Bridge Replacement	10
Richmond-San Rafael Bridge Rehabilitation	12
Southern Bridge Group	
San Mateo-Hayward Bridge Widening	14
I-880/SR-92 Interchange Improvement	16
Dumbarton Bridge West Approach Projects	18
Appendices	
Appendix A: Project Budget Adjustments.	A-1
Appendix B: Current Approved Contract Change Orders (CCOs)	B-1
Appendix C: Project Cost Summary Details	C-1

REGIONAL MEASURE 1 TOLL BRIDGE PROJECTS



BAY AREA TOLL AUTHORITY

REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

In November 1988, Bay Area voters approved Regional Measure 1 (RM 1) and authorized a standard auto toll of \$1 for all seven state-owned Bay Area toll bridges. The additional revenues generated by the toll increase were identified for use for certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion on the bridges.

RM 1 identified nine specific bridge and highway improvement projects as eligible for funding from the toll increase. The projects identified by RM 1 and their status of development are depicted in the map on the facing page and can be itemized as follows:

Northern Bridge Group Projects:

1. Widening of the existing Benicia-Martinez Bridge (completed; not included in this report)
2. Construction of a new bridge parallel to the existing Benicia-Martinez Bridge
3. Replacement of the existing western span of the Carquinez Bridge
4. Major rehabilitation of the existing Richmond-San Rafael Bridge
 - Trestle and fender rehabilitation
 - Deck rehabilitation
5. Construction of an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole (non-Caltrans project; completed)

Southern Bridge Group Projects:

1. Construction of the West Grand Avenue connector to the San Francisco-Oakland Bay Bridge (completed; not included in this report)
2. Widening of the existing San Mateo-Hayward Bridge and eastern approach to six lanes (completed)
3. Improvement of the Interstate 880/State Route 92 interchange
4. Improvements to the western approaches to the Dumbarton Bridge
 - US 101/University Avenue interchange reconstruction (non-Caltrans project; completed)
 - State Route 84 (Bayfront Expressway) widening.

MTC, BATA, AND THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION (CALTRANS)

As the regional transportation planning agency for the San Francisco Bay Area, MTC is responsible for transportation planning, coordinating, and fund programming in the nine counties surrounding the Bay.

With SB 226, MTC, as the Bay Area Toll Authority (BATA), has also assumed certain duties previously held by the California Transportation Commission, including responsibilities for the programming, administration, and allocation of all toll revenues (excluding the seismic surcharge) from the state-owned toll bridges in the Bay Area.







Caltrans continues to be responsible for the ongoing operation of the state-owned bridges, including the collection of tolls, as well as the maintenance, rehabilitation, and capital improvement of the bridges.




PROJECT MONITORING PROGRAM

This report focuses on monitoring project cost and schedule performance for the Regional Measure 1 Toll Bridge Improvement Projects, as measured against approved budget and schedule milestones. The report provides comprehensive project status information at three levels of detail:

- Color-coded executive summary of Regional Measure 1 projects status (program level)
- Detailed status of individual bridge projects (project level)
- Supplemental project and contract information, including budget adjustments, approved construction change orders, and project and contract level cost data, in the appendices.

EXECUTIVE SUMMARY – STATUS OF REGIONAL MEASURE 1 PROJECTS

NORTHERN BRIDGE GROUP	COST	SCHEDULE
New Benicia-Martinez Bridge		
Carquinez Bridge Replacement		
Richmond-San Rafael Bridge Rehabilitation		







- Legend:**
-  Green = no variance to current budget/schedule
 -  Yellow = variance to current budget/schedule (trend), defined as follows:
For Cost: Project (BATA) contingency use may be required
For Schedule: Construction contract completion dates delayed by greater than 3 months
 -  Red = variance to current budget/schedule, defined as follows:
For Cost: Project budget change may be required
For Schedule: “New facility open to traffic” date delayed by greater than 3 months by non-weather-related issues




BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY – STATUS OF KEY ISSUES AND DEVELOPMENTS

- On the new bridge contract, deep water pile driving continues with the air bubble curtain system. Deepwater piles are driven to tip at Piers 8 through 13. Shallow water pile driving is complete at Pier 16. Piles remain to be driven at Piers 14, 15 and 17. Several piles at Piers 6 and 7 are not completely driven to tip and will be completed in the fall. Soffit and stem concrete for the superstructure is in place from the south abutment to Pier 3.
 - The project continues to move forward with the air bubble curtain system to mitigate the impact of pile driving on the fish. Additional costs and delay are still expected in regards to difficulties with hard driving of piles, installation of rock sockets below the piles, modifications to the superstructure design, and additional support costs. Caltrans is working with the contractor to resolve the construction issues and will report to BATA as they are clarified. The total additional cost is estimated to be \$250 million.
 - On the I-680/I-780 interchange contract, foundation and concrete operations continue for the interchange structures. On the I-780 to I-680 connector overpass, superstructure concrete operations are in progress westward from the east abutment to Abutment 9. Concrete placing operations are in progress on the support columns for Bents 3 through 8. For the transition structure from the new bridge on the Benicia shoreline, pile casing installation is complete at Bent 19 and is in progress at Bent 18.
 - On the toll plaza contract, concrete operations continue for the canopy supports. Application of a plaster finish on the interior walls of the employee access tunnel is in progress. On the Operations Building, utility installation is underway on the lower and main levels. Roofing installation has started and will continue into June. In the courtyard, concrete placement for Retaining Walls 2 and 3 is complete.
 - On the I-680/Marina Vista interchange contract, Abutment 9 and support columns at Bents 6 through 8 are complete on the Mococco overcrossing. Excavation and cellular concrete placement is in progress on the I-680 northbound off-ramp and shoulder. Some field work is temporarily suspended due to the discovery of contaminated soil.
-
- On the replacement bridge contract, all 24 deck sections have been lifted into position. Wrapping the main suspension cable was completed on May 29, 2003. Welding to connect the deck sections together is forecast to be completed by the end of June 2003. Survey and roadwork have begun for the new vista point at the north end of the bridge.
 - The cost status code for the project is "yellow" due to increasing support costs and anticipated construction claim settlements.
 - Caltrans continues to forecast that the new bridge will open to traffic in late October 2003.
 - On the south approach and interchange contract, concrete operations are complete on all support columns for the interchange structures. Erection of superstructure falsework/formwork and deck concrete operations continue for the I-80 on/off-ramps and the Crockett Viaduct. Installation of mechanically stabilized earth (MSE) wall panels continues for Retaining Wall 2 at the westbound off-ramp. Placement of concrete pavement on westbound I-80 is forecast to be completed in mid-June 2003.
-
- On the west trestle replacement, work continues on demolition along the interior and exterior of the existing eastbound and westbound trestles, installation of a temporary interior work trestle, and installation of interior and exterior piles. Working eastward, interior pile installation is at Bent 24 of 37 and pile cleanout and concrete placement is at Bents 14 and 16. Exterior pile installation for the upper trestle started at Bent 1 in May 2003 after demolition of exterior rail and removal of a six feet strip of bridge deck.
 - The cost and schedule status codes for the project are "yellow" while Caltrans reevaluates the scope and schedule of the deck rehabilitation work. Rehabilitation of the deck cannot begin until the seismic work on the bridge is complete.

EXECUTIVE SUMMARY – STATUS OF REGIONAL MEASURE 1 PROJECTS

SOUTHERN BRIDGE GROUP	COST	SCHEDULE
San Mateo-Hayward Bridge Widening		
I-880/SR-92 Interchange Improvement		
Dumbarton Bridge West Approach Projects (Bayfront Expressway)		

- Legend:**
-  Green = no variance to current budget/schedule
 -  Yellow = variance to current budget/schedule (trend), defined as follows:
For Cost: Project (BATA) contingency use may be required
For Schedule: Construction contract completion dates delayed by greater than 3 months
 -  Red = variance to current budget/schedule, defined as follows:
For Cost: Project budget change may be required
For Schedule: “New facility open to traffic” date delayed by greater than 3 months by non-weather-related issues

BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY – STATUS OF KEY ISSUES AND DEVELOPMENTS

- On the bridge-widening contract, both the new westbound and the reconstructed eastbound trestles are completed and fully operational. Caltrans accepted the contract and is in the process of closing the contract and resolving project claims. Although final settlement of outstanding claims may require utilization of project contingency, a project budget change is not anticipated.

- Caltrans is currently preparing the Final Environmental Impact Statement Report (FEIS/R) for the project. The report was submitted to Caltrans headquarters for review in April 2003 prior to submitting to the Federal Highway Administration (FHWA) for approval. A Record of Decision from FHWA is anticipated in the fall of 2003.
- Caltrans is currently reviewing construction alternatives and schedules for the project.
- Based on the delayed project delivery and the associated escalation cost, the status code for the project cost is "yellow." As the design progresses, Bechtel will further review the cost estimates.

- On the Bayfront Expressway widening contract, base paving is complete on both westbound and eastbound SR-84. Asphalt concrete overlay to finish grade will be placed during the final construction stage. The median barrier with crash cushions is complete between Marsh Road and Tyco/Sun Microsystems. New traffic lights are operational at Marsh, Chrysler, Chilco and Willow Roads. Installation of park benches, sidewalk, and curb and gutter continue along the new bike path.
- The cost status code for the project is "yellow" based on increasing expenditures for support.
- The project is forecast to be completed in October 2003.

COST STATUS SUMMARY (MILLION DOLLARS)

PROJECT	Baseline Budget (June 2000)	Current Budget (Jan 2003)	Current Forecast (May 2003)	Expended To Date (7/98 - 4/03)
<i>Northern Bridge Group</i>				
New Benicia-Martinez Bridge	586.0	652.8	904.8 ²	253.3
Carquinez Bridge Replacement	433.2	479.8	499.8	359.8
Richmond-San Rafael Bridge Rehabilitation				
# West Trestle and Fender Rehabilitation	45.4	35.4	35.4	19.7
# Deck Rehabilitation	53.4	53.4	53.4	0.3
Richmond Parkway (<i>Non-Caltrans</i>) ¹	5.9	5.9	5.9	2.4
SUBTOTAL - NBG	1,123.9	1,227.2	1,499.2	635.5
<i>Southern Bridge Group</i>				
San Mateo-Hayward Bridge Widening				
# Widening	203.6	217.5	217.5	192.2
# West Approach Replacement Planting	0.3	0.3	0.3	0.0
I-880/SR-92 Interchange Improvement	124.2	134.2	149.7	13.0
Dumbarton Bridge West Approach Projects				
# US-101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>)	3.8	3.8	3.8	3.7
# Bayfront Expressway (SR-84) Widening	33.8	33.8	35.6	26.6
SUBTOTAL - SBG	365.6	389.5	406.9	235.5
GRAND TOTAL	1,489.5	1,616.8	1,906.1	871.0

¹ For the Richmond Parkway, values shown represent the portion funded by BATA.

² Due to project delays and other difficulties associated with deep water pile driving operations, project costs for the New Benicia-Martinez Bridge are expected to significantly exceed the budget. Bechtel's forecast of the cost increase will be included in a future PMP report.

BAY AREA TOLL AUTHORITY

SCHEDULE STATUS SUMMARY

PROJECT	New Facility Open to Traffic Baseline (June 2000)	New Facility Open to Traffic Current (Jan 2003)	New Facility Open to Traffic Forecast (May 2003)
<i>Northern Bridge Group</i>			
New Benicia-Martinez Bridge	Jan 04	Dec 04	Dec 05 ²
Carquinez Bridge Replacement	Jan 03	Oct 03	Oct 03
Richmond-San Rafael Bridge Rehabilitation			
▶ West Trestle and Fender Rehabilitation ¹	Dec 04	Sep 04	Jun 05
▶ Deck Rehabilitation ¹	Sep 06	Jul 07	Jul 07
Richmond Parkway (<i>Non-Caltrans</i>)	Feb 01	May 01	May 01
<i>Southern Bridge Group</i>			
San Mateo-Hayward Bridge Widening			
▶ Widening	Dec 02	Nov 02	Nov 02
▶ West Approach Replacement Planting ¹	May 08	May 08	May 08
I-880/SR-92 Interchange Improvement	Dec 06	Jun 09	Jun 09
Dumbarton Bridge West Approach Projects			
▶ US-101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>) ¹	Apr 00	Apr 00	Apr 00
▶ Bayfront Expressway (SR-84) Widening ¹	Mar 03	Oct 03	Oct 03

¹ For the Richmond-San Rafael Bridge Rehab, San Mateo-Hayward Bridge West Approach Planting, and Dumbarton Bridge West Approach projects, the dates shown reflect construction completion; the existing facility remains open to traffic during all phases of construction.

² Construction completion of the Benicia-Martinez Bridge is expected to be delayed 12 to 18 months beyond the current schedule.

NEW BENICIA-MARTINEZ BRIDGE

The existing Benicia-Martinez Bridge provides Interstate 680 access across the Carquinez Strait between Contra Costa and Solano counties. This project will construct a new parallel Benicia-Martinez Bridge east of the existing span that will include the following features:

- Five northbound lanes on the new bridge (four mixed-flow lanes and one slow-vehicle lane) that will allow conversion of the existing bridge to southbound traffic only
- A new bicycle/pedestrian lane on the existing bridge
- A new toll plaza south of the new bridge in Contra Costa County with 17 toll booths, including two high-occupancy-vehicle (HOV) bypass lanes
- Reconstruction of the Interstate 680/Marina Vista Road and Interstate 680/Interstate 780 interchanges

Project Photos



Toll Plaza/Operations Building



Pier 11 Pile Driving and 780/680 Connector



Bent 19 Pile Casing Installation

Current Activities:

- On the new bridge contract, soffit and stem superstructure concrete has been placed from the south abutment to Pier 3. Form and rebar installation continues between Piers 3 and 4. Rib forms for the deck slab are being fabricated and installed between the south abutment and Pier 2.
- Deep water pile driving continues with the air bubble curtain system. Piles are driven to tip at Piers 8 through 13. Pile driving operations are remobilizing to Pier 15. Pile casing tips are damaged on Piers 6 and 7; pile driving will be completed in the fall after the casing tips are repaired. On the north trestle, the ringer crane has relocated to Pier 17 for pile driving.
- On the I-680/I-780 interchange contract, installation of piles and columns for the eastbound West Arsenal widening have been completed with falsework installation now in progress. The column stems for the new Park Road overcrossing are complete and formwork for the deck is now being constructed. On the I-780 to I-680 connector overpass, soffit and stem concrete operations are complete from Abutment 15 to Abutment 9. Deck concrete is now in place from Abutment 15 to Bent 11. Concrete operations are in progress for the support columns at Bents 3 through 6. On I-680, excavation of the stockpile for fill is underway from Abutment 15 eastward to beyond MSE Retaining Wall 1. On the Benicia shoreline, excavation, dewatering and pile casing installation continues on Bents 18 and 19 for the transition structure from the new bridge.
- On the toll plaza contract, application of plaster on the interior walls of the access tunnel continues. The first canopy support column was poured on May 6, 2003. Rebar installation continues on the other canopy support columns. Installation of roofing has begun on the Operations Building, and rough-in of utilities continues on both the lower and main floors. Enclosure of the building is forecast for July 2003. In the courtyard, concrete operations continue for Retaining Wall 1. Retaining walls 2 and 3 are complete.
- On the I-680/Marina Vista interchange contract, some field work has been suspended due to the discovery of contaminated soil at Bent 3. Extensive soil sampling of the area at various depths is underway. Safety training for working around contaminated soil was held on May 27 and 28, 2003. Removal of contaminated soil and resumption of work will occur when a new work plan is received and approved.

BAY AREA TOLL AUTHORITY

NEW BENICIA-MARTINEZ BRIDGE

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Jan 2003)	Current Forecast (May 2003)	Variance	Expended to Date (7/98 - 4/03)	Notes
Capital Outlay Construction						
South Approach	6.0	7.0	7.0	0.0	6.7	
New Bridge	247.3	307.5	307.5	0.0	98.3	A
Toll Plaza and Administration Building	22.8	21.4	21.4	0.0	6.2	
I-680/Marina Vista Interchange	43.2	45.1	45.1	0.0	9.4	
I-680/I-780 Interchange	80.8	54.7	54.7	0.0	27.7	
Other Budgeted Capital	28.1	30.0	30.0	0.0	1.7	
Capital Outlay Support	78.2	99.1	99.1	0.0	69.0	A
Capital ROW	21.1	14.4	14.4	0.0	11.3	
Non-BATA Funding	0.0	31.0	31.0	0.0	4.3	
Project (BATA) Contingency	58.4	42.5	294.5	252.0		A
Project Total (a)	586.0	652.8	904.8	252.0	234.7	A
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2003)	Forecast (May 2003)	Variance	Notes
Construction Contract Completion					
New Bridge	Jan 04	Sep 04	Dec 05	15	A
Toll Plaza and Administration Building	Feb 03	May 04	May 04	0	
I-680/Marina Vista Interchange	Dec 03	Dec 04	Dec 04	0	
I-680/I-780 Interchange	Dec 03	Jan 05	Jan 05	0	
South Approach	Mar 01	Oct 01	Oct 01	0	Complete
Modify Existing Bridge	Jul 05	Dec 06	Dec 06	0	
Project					
New Facility Open to Traffic	Jan 04	Dec 04	Dec 05		A

NOTES

A. In addition to the significant cost and schedule impacts associated with the current pile driving/fish takes mitigation strategy, other significant cost increases have been identified. These cost increases are associated with difficulty in driving the foundation piles to required tip elevation, installation of the foundation rock sockets below the pile tips, corrections to the design of the superstructure, and additional support services. The total additional costs may exceed \$250 million. An estimate of the revised project cost will be included in a future PMP report. Construction completion of the new bridge is expected to be delayed 12 to 18 months beyond the current scheduled contract completion of September 2004.

ACTION

Caltrans is evaluating the the costs and schedule impacts. Bechtel will evaluate these impacts as they are developed by Caltrans. BATA is evaluating strategies to fund the cost overrun.

CARQUINEZ BRIDGE REPLACEMENT

The existing Carquinez Bridge carries Interstate 80 traffic between the cities of Vallejo and Crockett on two separate bridges: the 1927 bridge for westbound traffic and the 1958 bridge for eastbound traffic. While the 1958 bridge is being strengthened under Caltrans' seismic retrofit program, the 1927 bridge has been identified as being seismically deficient and will be replaced under the RM 1 program. The Carquinez Bridge replacement project will construct a new suspension bridge west of the existing bridges. The existing 1927 bridge will be demolished after the completion of this project. The project will incorporate the following features:

- Four westbound lanes on the new bridge (three mixed-flow lanes and one HOV lane)
- A new bicycle/pedestrian lane on the new bridge



Wrapping of the Main Cable

Project Photos



Concrete Paving on Westbound I-80



South Approach and Westbound On-Ramp

Current Activities:

- On the replacement bridge and north approach contract, all 24 deck sections have been lifted into position. Welding the 24 deck sections together began on April 3, 2003 and will continue through June 2003. Wrapping the main suspension cable started on April 14, 2003 and completed on May 29, 2003. Roadway work on the north end of the bridge continues with finish grading for the approach slab and construction of a new vista point.
- Caltrans is forecasting that the new bridge will open to traffic in October 2003.
- On the south approach and interchange contract, erection of superstructure falsework and formwork continues between Bents 6 and 7 of the Crockett Viaduct. Falsework and formwork surround Bent 7 and have been erected through the south anchorage cables to Bent 6. On the westbound on-ramp, the deck has been poured from the south abutment to Bent 4 and from Bent 6 to the abutment on Pomona. Formwork for the deck continues between Bents 4 and 6. The final column for the eastbound off-ramp from the new bridge was poured on May 20, 2003. On westbound I-80, concrete paving is forecast to be completed in mid-June 2003. Construction of MSE Retaining Wall 2 continues for the road intersection at Pomona Street.

BAY AREA TOLL AUTHORITY

CARQUINEZ BRIDGE REPLACEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Jan 2003)	Current Forecast (May 2003)	Variance	Expended to Date (7/98 - 4/03)	Notes
Capital Outlay Construction						
Replacement Bridge and North Approach	213.7	239.2	239.2	0.0	201.9	A
South Approach and Interchange	116.0	73.9	73.9	0.0	47.4	
Maintenance Facility (Phases I & II)	7.0	8.1	8.1	0.0	7.8	
1927 Bridge Demolition	16.0	16.0	16.0	0.0	0.0	
Other Budgeted Capital	10.6	11.5	11.5	0.0	6.3	
Capital Outlay Support	43.7	102.9	102.9	0.0	87.0	A
Capital ROW	9.6	11.1	11.1	0.0	9.3	
Project (BATA) Contingency	16.5	17.1	37.1	20.0		A
Project Total (a)	433.2	479.8	499.8	20.0	359.8	A

(a) Totals may be rounded

SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2003)	Forecast (May 2003)	Variance	Notes
Construction Contract Completion					
Replacement Bridge & North Approach	Dec 03	May 04	May 04	0	
South Approach and Interchange (Phase 1)	Feb 03	Aug 03	Aug 03	0	
Maintenance Facility	Mar 02	Sep 02	Sep 02	0	Complete
1927 Bridge Demolition	Mar 06	Mar 06	Mar 06	0	
Project					
New Facility Open to Traffic	Jan 03	Oct 03	Oct 03	0	

NOTES	ACTION
A. Based on current information, Bechtel estimates that potential claims and additional support services costs may increase the total project cost by an additional \$20 million for a total project cost of \$500 million. Bechtel will assist in the review of potential claims and support cost increases on the project. The results of this review will be included in a future PMP report.	Caltrans is seeking additional information in order to properly evaluate these potential cost increases.

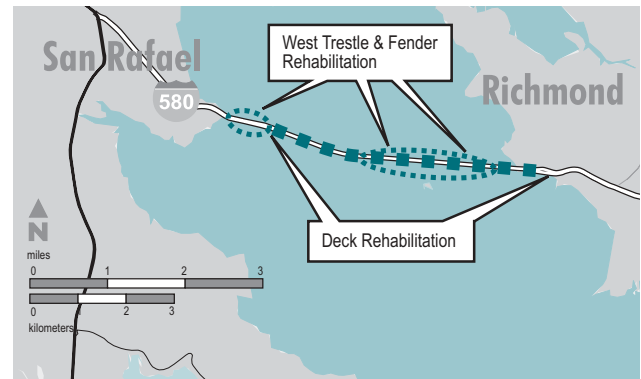
RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

Completed in 1956, the Richmond-San Rafael Bridge provides access - via Interstate 580 - across San Francisco Bay between Marin and Contra Costa counties. Major rehabilitation of the bridge was specified in RM 1 to be eligible for toll funding.

Currently, there are two major rehabilitation projects planned for the bridge:

- The first project is to replace the western trestle (low-rise) section of the bridge near San Rafael and rehabilitate the ship collision protection fender system at various bridge piers. This rehabilitation work is being combined with a seismic retrofit project.
- The second project is to rehabilitate the existing concrete deck on the bridge. The cast-in-place concrete riding surface (deck) has been worn over

time due to traffic and exposure to the marine environment. This project will follow the completion of the trestle and fender rehabilitation project to avoid possible construction conflicts.



Project Photos



Exterior trestle demolition



Interior trestle work

Current Activities:

- The west trestle replacement consists of rebuilding the eastbound and westbound trestles near San Quentin. The trestles are parallel for most of their length and diverge to carry traffic onto or from the upper or lower deck of the main bridge. The westbound trestle, serving the upper deck, is 2,844 feet (867 meters) between Bents 1 and 29; the eastbound trestle, serving the lower deck, is 3,635 feet (1,108 meters) between Bents 1 and 37. The trestle replacement procedure consists of reducing lane width, demolishing an 8 feet (2 meters) linear section of interior bridge deck, installing a temporary interior work trestle, and installing interior sixty-six inch (1,680 mm) cast-in-drilled-hole (CIDH) piles at the mid-span of every other existing 50-foot (15 meter) deck section. Pile installation includes driving and drilling-out the casing, installation of reinforcing steel, concrete infill and casing removal. When installation of the interior piles is well advanced, the operation is repeated on the exterior, where an additional 8 feet (2 meters) of exterior bridge deck is removed and exterior piles are installed. After installation of the piles, pile caps will be cast in place below the existing superstructure, atop the opposing new interior and exterior piles. Following pile cap construction, one trestle at a time will be closed at night for superstructure replacement. Each night, two of the existing 50-foot (15 meter) sections will be removed and replaced with one 100-foot (30 meter) precast section.
- Construction continues from west to east on the interior sections of the existing eastbound and westbound trestles. Interior pile installation is currently at Bent 24 of 37 with drill-out and concrete infill of the pile casings at Bents 14 and 15 of 37.
- Interior trestlework is not on the critical path and progress is minimal.
- Exterior demolition of the guardrail and a six feet width of bridge deck started in April 2003 for the upper (westbound) trestle. The work is progressing from east to west. The first exterior CIDH pile was installed at Bent 1 on May 27, 2003. Installation of the first bent cap is forecast for June.

BAY AREA TOLL AUTHORITY

RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Jan 2003)	Current Forecast (May 2003)	Variance	Expended to Date (7/98 - 4/03)	Notes
West Trestle and Fender Rehabilitation						
Capital Outlay Construction	33.9	0.0	0.0	0.0	0.0	
Capital Outlay Support	5.4	0.7	0.7	0.0	0.7	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Non-BATA Funding	0.0	34.6	34.6	0.0	19.0	
Project (BATA) Contingency	6.1	0.0	0.0	0.0		
Subtotal	45.4	35.4	35.4	0.0	19.7	
Deck Rehabilitation						
Capital Outlay Construction	33.0	33.0	33.0	0.0	0.0	
Capital Outlay Support	9.0	5.0	5.0	0.0	0.3	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Non-BATA Funding	0.0	4.0	4.0	0.0	0.0	
Project (BATA) Contingency	11.4	11.4	11.4	0.0		
Subtotal	53.4	53.4	53.4	0.0	0.3	
Project Total (a)	98.9	88.8	88.8	0.0	20.0	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2003)	Forecast (May 2003)	Variance	Notes
Construction Contract Completion					
West Trestle and Fender Rehabilitation	Dec 04	Sep 04	Jun 05	9	A
Deck Rehabilitation	Sep 06	Jul 07	Jul 07	0	A
Project					
New Facility Open to Traffic					B

NOTES	ACTION
A. Caltrans is reporting a forecast completion in mid-2005 for the retrofit project with the deck rehabilitation to follow.	Caltrans is reviewing the forecast completion date of the deck rehabilitation contract.
B. The existing facility remains open to traffic during all phases of construction.	None.

SAN MATEO-HAYWARD BRIDGE WIDENING

In 1996, the western approach to the San Mateo-Hayward Bridge from U.S. Route 101 was widened from four to six lanes to match the configuration of the high-rise section of the bridge. The current project completed the widening work in this corridor along the low-trestle section of the bridge and its eastern approach to Interstate 880. The project includes the following features:

- Widening of the low-rise trestle and eastern approach from I-880 from four to six lanes with shoulders
- Extension of the existing west-bound HOV lane one mile west along the eastern approach from Interstate 880
- Construction of a new pedestrian/bicycle overcrossing of State Route 92
- Expansion of the existing toll plaza
- Improvements to the Hayward Shoreline Interpretive Center



Mini Toll Plaza

Project Construction Progress and Photos



Trestle looking west



Pedestrian Overcrossing

Current Activities:

- On the bridge-widening contract, construction is complete and both trestles are open to traffic. Caltrans accepted the contract on March 6, 2003 and is in the process of closing the contract and resolving claims on the project. Final settlement of outstanding claims may require utilization of project contingency.

BAY AREA TOLL AUTHORITY

SAN MATEO-HAYWARD BRIDGE WIDENING

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Jan 2003)	Current Forecast (May 2003)	Variance	Expended to Date (7/98 - 4/03)	Notes
Widening						
Capital Outlay Construction						
Widen Trestle	124.8	128.9	128.9	0.0	125.4	A
Widen Roadway	29.2	26.1	26.1	0.0	25.4	
Construct Mini Toll Plaza	4.4	6.3	6.3	0.0	6.0	
Other Budgeted Capital	8.9	8.6	8.6	0.0	3.2	
Capital Outlay Support	15.5	39.8	39.8	0.0	31.7	
Capital ROW	1.5	1.5	1.5	0.0	0.5	
Project (BATA) Contingency	19.3	6.3	6.3	0.0		A
Subtotal	203.6	217.5	217.5	0.0	192.2	
West Approach Planting						
Capital Outlay Construction	0.2	0.2	0.2	0.0	0.0	
Capital Outlay Support	0.1	0.1	0.1	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.1	0.1	0.1	0.0		
Subtotal	0.3	0.3	0.3	0.0	0.0	
Project Total (a)	203.9	217.8	217.8	0.0	192.2	
(a) Totals may be rounded						

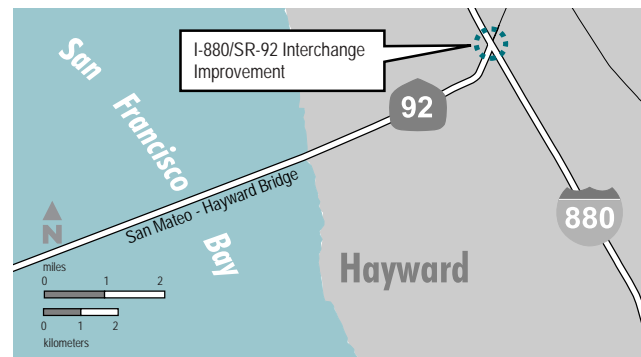
SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2003)	Forecast (May 2003)	Variance	Notes
Construction Contract Completion					
Widening					
Widen Trestle	Dec 02	Feb 03	Feb 03	0	Complete
Construct Mini Toll Plaza	Nov 02	Nov 02	Nov 02	0	Complete
Widen Eastern Approach	Nov 02	Sep 01	Sep 01	0	Complete
Pedestrian Overcrossing	Sep 02	Sep 02	Sep 02	0	Complete
West Approach Planting					
West Approach Replacement Planting	May 08	May 08	May 08	0	
Project					
New Facility Open to Traffic	Dec 02	Nov 02	Nov 02		OTT
NOTES			ACTION		

A. Final settlement of outstanding claims may require utilization of the project contingency.

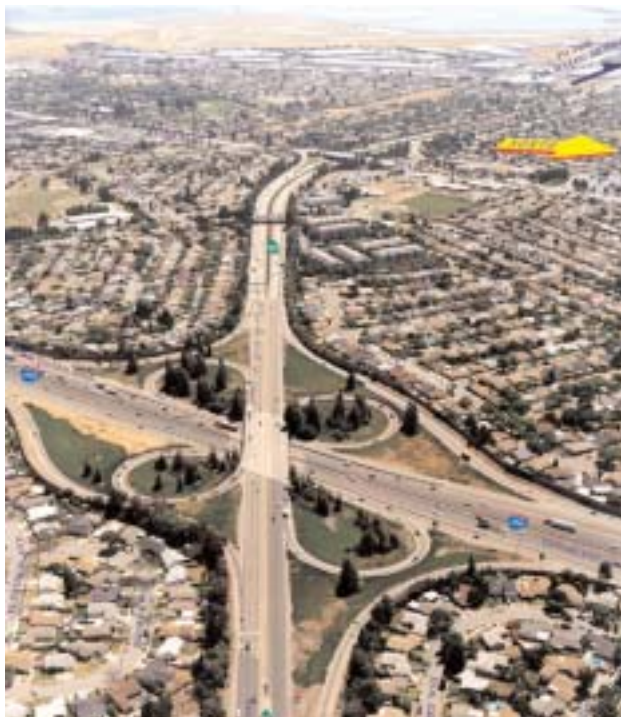
Caltrans is currently working with the contractor to resolve all outstanding claims

I-880/SR-92 INTERCHANGE IMPROVEMENT

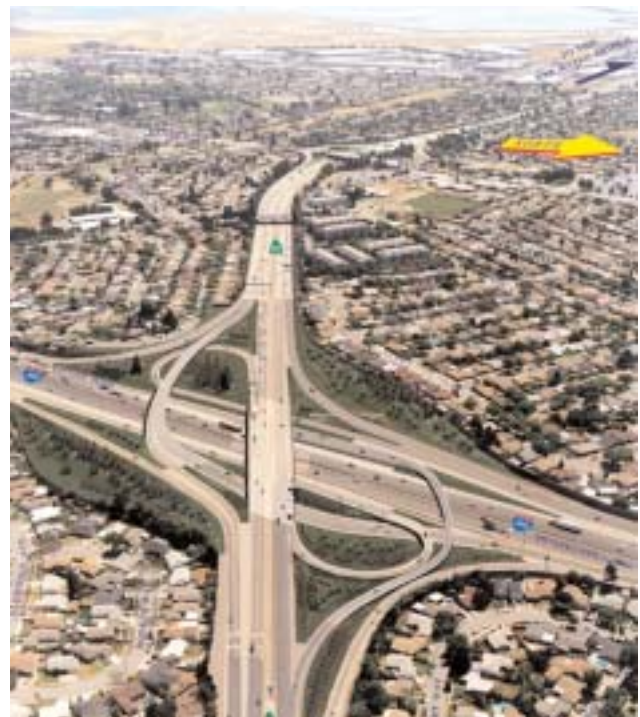
As part of an effort to improve traffic flow and to relieve congestion on the San Mateo-Hayward Bridge and its approaches, RM 1 identified the need to improve and reconstruct the Interstate 880/State Route 92 interchange. While still in the environmental clearance phase, the project proposes to modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations. Various alternatives are under consideration and are being assessed as part of the environmental process.



Project Photos



Existing Interchange; looking west



Alternative H Interchange; looking west

Current Activities:

- Caltrans has submitted the Final Environmental Impact Statement/Report (FEIS/R) to Caltrans headquarters for review. Subsequently, the FEIS/R will be forwarded to the Federal Highway Administration (FHWA) for formal approval. A Record of Decision (ROD) is anticipated in August 2003.

BAY AREA TOLL AUTHORITY

I-880/SR 92 INTERCHANGE IMPROVEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Jan 2003)	Current Forecast (May 2003)	Variance	Expended to Date (7/98 - 4/03)	Notes
I-880/SR-92 Interchange Improvement						
Capital Outlay Construction	70.3	94.6	94.6	0.0	0.0	A
Capital Outlay Support	20.8	24.1	24.1	0.0	13.0	
Capital ROW	8.0	0.1	0.1	0.0	0.0	
Non-BATA Funding	0.0	10.0	10.0	0.0		
Project (BATA) Contingency	25.1	5.5	21.0	15.5	0.0	A
Project Total (a)	124.2	134.2	149.7	15.5	13.0	A
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2003)	Forecast (May 2003)	Variance	Notes
Construction Contract Completion					
I-880/SR-92 Interchange Improvement	Dec 06	Jun 09	Jun 09	0	
Project					
New Facility Open to Traffic	Dec 06	Jun 09	Jun 09	0	

NOTES	ACTION
A. Due to the delayed delivery of the project, additional funds may be necessary for escalation. Bechtel has forecast a potential project increase of \$15 million, resulting in a total project cost of \$150 million.	BATA will prepare a check estimate when 60% engineering design is achieved.

DUMBARTON BRIDGE WEST APPROACH PROJECTS

RM 1 identified the need for improvements to the western approaches to the Dumbarton Bridge. Through coordination with the City/County Association of Governments of San Mateo County, two projects were identified for toll bridge funding:

- The first project, sponsored by the City of East Palo Alto, modified the U.S. Route 101/University Avenue interchange. This project is designed to help alleviate traffic congestion and improve overall traffic flow to University Avenue and the Dumbarton Bridge.
- The second project, sponsored by Caltrans, widens the Bayfront Expressway (State Route 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange. The existing six-lane expressway section from the bridge to University Avenue will be reconstructed with upgraded shoulders and lane widths. The existing expressway section from University Avenue to Marsh Road will be widened from four to six lanes.



Project Photos



New Traffic Lights at Chilco Road



Bike Trail and Benches

Current Activities:

- On the Bayfront Expressway (SR-84) widening contract, base paving is complete on eastbound and westbound SR-84 between the Dumbarton Bridge and Marsh Road. All construction barrier rails are removed westbound. Exterior construction barrier rail has been removed on eastbound SR-84 from Marsh Road to Willow Road.
- Surcharge fill that was placed near the retaining wall at the Tyco entrance has been removed. Drainage ditches have been formed and poured and asphalt overlay completed. Crash cushions have been installed at the Willow Road and University Ave. intersection. Concrete islands and new traffic lights are complete at Willow, Marsh, and Chilco intersections
- Paving, curb and gutter, signal light installation, and sidewalk construction continue at various locations of the project.
- The Ravenswood Triangle between Willow Road and University Avenue has been completed and restored as a wetland with the creation of mounds and ponds.

BAY AREA TOLL AUTHORITY

DUMBARTON BRIDGE WEST APPROACH PROJECTS

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Jan 2003)	Current Forecast (May 2003)	Variance	Expended to Date (7/98 - 4/03)	Notes
US101/University Avenue Interchange Reconstruction (Non-Caltrans)						
Capital Outlay Construction	3.8	3.8	3.8	0.0	3.7	
Capital Outlay Support	0.0	0.0	0.0	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.0	0.0	0.0	0.0		
Subtotal	3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR84) Widening						
Capital Outlay Construction	24.8	26.6	26.6	0.0	19.8	
Capital Outlay Support	4.4	6.5	8.7	2.2	6.6	A
Capital ROW	1.3	0.2	0.2	0.0	0.2	
Project (BATA) Contingency	3.3	0.5	0.2	-0.4		
Subtotal	33.8	33.8	35.6	1.9	26.6	
Project Total (a)	37.6	37.6	39.4	1.9	30.3	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2003)	Forecast (May 2003)	Variance	Notes
Construction Contract Completion					
US 101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>)	Apr 00	Apr 00	Apr 00	0	Complete
Bayfront Expressway (SR84) Widening	Mar 03	Oct 03	Oct 03	0	
Project					
New Facility Open to Traffic	Mar 03	Oct 03	Oct 03	0	

NOTES	ACTION
A. Caltrans is forecasting an increase of \$2.2 million for capital outlay support.	The additional costs will likely require additional funds.

APPENDICES

Appendix A: Project Budget Adjustments

Appendix B: Current Approved Contract Change Orders

Appendix C: Project Cost Summary Details



BAY AREA TOLL AUTHORITY

APPENDIX A – LIST OF PROJECT BUDGET ADJUSTMENTS

DEFINITIONS:

Baseline Budget (June 2000): Baseline budgets as established by BATA in June 2000 for each project within the overall program.

Current Budget: Budget currently serving as the baseline for monitoring purposes. The current budget is equal to the established June 2000 budget, plus or minus any adjustment as listed below.

Project Baseline Adjustments

Date	Description of Adjustment
10/2000	Current Budgets for allocated capital outlay adjusted by BATA to reflect current Caltrans construction contract allotments.
11/2000	Current Budgets for the Benicia-Martinez and Richmond-San Rafael Bridge projects revised to reflect new funding from Non-BATA sources per agreements with Caltrans and a Prop. 192 refund from Caltrans related to the Carquinez Bridge project.
01/2001	Current Budget for the Benicia-Martinez bridge revised to reflect allocations by BATA.
03/2001	Current Budget for the Carquinez Bridge revised by BATA.
10/2001	Current Budget for the Benicia-Martinez Bridge revised by BATA.
12/2001	Current Budgets for the Benicia-Martinez and San Mateo-Hayward Bridges revised by BATA.

BAY AREA TOLL AUTHORITY

**APPENDIX B – APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR MAY 2003
BENICIA-MARTINEZ BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
New Bridge 04-006034	74.0	Value Analysis - Rock Sockets		30.0	
Subtotal				30.0	
Toll Plaza 04-006044		No Approved Change Orders for May 2003			
Subtotal				0.0	
Marina Vista Interchange 04-006054		No Approved Change Orders for May 2003			
Subtotal				0.0	
I-680/I-780 Interchange 04-006064		No Approved Change Orders for May 2003			
Subtotal				0.0	
South Approach 04-006094		Contract is complete.			
Totals for May 2003³				30.0	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

**APPENDIX B – APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR MAY 2003
CARQUINEZ BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Carquinez Bridge Replacement 04-013014	61-1	Gutter Behind R2 & R2A Wall	C	20.7	
	84	T2 Pile Administrative Deductions	C	(145.5)	
	92	OBG Drainage Grating Conflict	C	34.4	
	96	Paint Adhesion Test	C	2.6	
	105.0	South Approach Pile Salvage Credit	C	(85.9)	
Subtotal				-173.7	
South Approach and Crockett Interchange 04-013054		No Approved Change Orders for May 2003			
Subtotal				0.0	
Maintenance Facility 04-013084		Contract is complete.			
Subtotal					
Totals for May 2003³				-173.7	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

**APPENDIX B – APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR MAY 2003
SAN MATEO-HAYWARD BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Widen Trestle 04-045014	17	Revise Call Box System	C	(28.2)	
	25	Extend Pile Driving Hours	C	(83.8)	
	31	Reduce Pile Coating	C	(349.8)	
	34	Modify PC/PS Deck Panels	C	244.5	
	35	Modify Bridge Electrical System	C	38.3	
	54-S1	Additional Funds - Repair Electrical System	C	55.0	
	57	Modify Metering Light System	C	0.0	
	61	Modify Type 25/27R Barrier Rails	C	40.1	
	62	Delete Communication Cables at Bents 1125,313/344	C	(8.5)	
	79	Entitlement for NOPC No. 17 (Rejected Rebar)	C	108.8	
Subtotal				16.4	
Mini-Toll Plaza 04-045024		Contract is complete.			
Subtotal				0.0	
Pedestrian Overcrossing 04-045044		Contract is complete.			
Subtotal				0.0	
Widen Roadway 04-045034		Contract is complete.			
Totals for May 2003³				16.4	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)
S = Supplemental work

BAY AREA TOLL AUTHORITY

**APPENDIX B - APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR MAY 2003
DUMBARTON BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Bayfront Widening 04-015114	5-1 25	Install Temp Signal Poles Additional Funds Credit for EPEG System	C	20.0	
			C	(12.5)	
Subtotal				7.5	
University Ave. Interchange		Work is complete.			
Totals for May 2003³				7.5	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

APPENDIX C – PROJECT COST SUMMARY DETAILS

The following sheets provide detailed cost information for each of the bridge projects. Capital Outlay Support (Engineering), Capital Right-of-Way and Capital Outlay are shown for each of the projects. The Project (BATA) Contingency, as well as the bridge projects totals, is shown at the end of each bridge summary.

Definitions:

1. Capital Outlay Support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital Right of Way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital Outlay includes construction bid terms, external third party agreements, state-furnished materials, supplemental construction work, and construction contingencies.

Project Cost Summaries
(\$ Millions)

	EA Number	Baseline Budget Jun-00	Current Budget Jan-03	Current Forecast May-03	Net Change	Expended ¹ to Date (7/98 – 4/03)	Note
Northern Bridge Group							
<i>Project 2003 – New Benicia-Martinez Bridge</i>							
South Approach							
Capital Outlay Support	00609x	3.5	4.0	4.0	0.0	3.6	
Capital Right of Way	006099	7.0	7.7	7.7	0.0	7.2	
Capital Outlay	006094	6.0	7.0	7.0	0.0	6.7	
Total South Approach		16.5	18.8	18.8	0.0	17.6	
New Bridge							
Capital Outlay Support	00603x	31.9	36.0	36.0	0.0	29.0	
Capital Right of Way	006039	4.1	2.5	2.5	0.0	0.8	
Capital Outlay	006034	247.3	307.5	307.5		109.1	
Non-BATA Funding		0.0	10.1	10.1	0.0	2.9	
Total New Bridge		283.3	356.1	356.1	0.0	141.7	
Toll Plaza & Administration Building							
Capital Outlay Support	00604x	6.2	10.3	10.3	0.0	8.0	
Capital Right of Way	006049	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	006044	22.8	21.4	21.4	0.0	7.0	
Total Toll Plaza & Admin.		29.1	31.7	31.7	0.0	15.0	
I-680/Marina Vista Interchange							
Capital Outlay Support	00605x	10.7	15.7	15.7	0.0	11.4	
Capital Right of Way	006059	7.4	2.0	2.0	0.0	1.9	
Capital Outlay	006054	43.2	45.1	45.1	0.0	12.3	
Total I-680/MV I/C		61.4	62.8	62.8	0.0	25.6	
I-680/I-780 Interchange							
Capital Outlay Support	00606x	18.7	25.7	25.7	0.0	16.5	
Capital Right of Way	006069	1.7	1.7	1.7	0.0	1.4	
Capital Outlay	006064	80.8	54.7	54.7	0.0	29.5	
Non-BATA Funding		0.0	20.9	20.9	0.0	1.5	
Total I-680/I-780 I/C		101.2	103.0	103.0	0.0	48.9	

¹ Unaudited

BAY AREA TOLL AUTHORITY

Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Jan-03	Current Forecast May-03	Net Change	Expended to Date (7/98 – 3/03)	Note
Project 2003 – New Benicia-Martinez Bridge (cont'd)							
Other Budgeted Capital							(a)
Capital Outlay Support		7.1	7.4	7.4	0.0	2.8	
Capital Right of Way		0.9	0.5	0.5	0.0	0.0	
Capital Outlay		28.1	30.0	30.0	0.0	1.7	
Total Other Budgeted Capital		36.1	37.9	37.9	0.0	4.5	
Total Capital Outlay Support		78.2	99.1	99.1	0.0	71.4	
Total Capital Right of Way		21.1	14.4	14.4	0.0	11.3	
Total Capital Outlay		428.2	465.8	465.8	0.0	166.2	
Non-BATA Funding		0.0	31.0	31.0	0.0	4.3	
Project Contingency (BATA)		58.4	42.5	294.5	252.0		
Total New Benicia-Martinez Bridge		586.0	652.8	904.8	252.0	253.3	
Project 3002 – Carquinez Bridge Replacement							
Replacement Bridge & North Approach							(b)
Capital Outlay Support	01301x	17.7	58.4	58.4	0.0	54.4	
Capital Right of Way	013019	3.0	3.0	3.0	0.0	3.3	
Capital Outlay	013014	213.7	239.2	239.2	0.0	201.9	
Total Replacement Bridge & N. Approach		234.4	300.6	300.6	0.0	259.6	
South Approach & Interchange							(c)
Capital Outlay Support	01305x	22.7	32.4	32.4	0.0	25.3	
Capital Right of Way	013059	5.0	5.0	5.0	0.0	4.6	
Capital Outlay	013054	116.0	73.9	73.9	0.0	47.4	
Total South Approach & I/C		143.7	111.3	111.3	0.0	77.2	
Maintenance Facility Phase I & II							(d)
Capital Outlay Support		0.7	4.8	4.8	0.0	4.4	
Capital Right of Way		1.6	1.6	1.6	0.0	1.4	
Capital Outlay		7.0	8.1	8.1	0.0	7.8	
Total Maint. Facility Ph I & II		9.3	14.6	14.6	0.0	13.6	
Demolition – 1927 Bridge							
Capital Outlay Support	01309x	2.0	4.1	4.1	0.0	1.8	
Capital Right of Way	013099	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	013094	16.0	16.0	16.0	0.0	0.0	
Total Demo – 1927 Bridge		18.0	20.1	20.1	0.0	1.8	

Notes

- (a) Includes EA 00601*, 00608*, 0060A*, 0060C*, 0060F*, 0060C*, 0060H*
- (b) Includes EA 00453*, 01301*, 01303*, 01304*
- (c) Includes EA 01302*, 01305*, 04700*
- (d) Includes EA 00607*, 01308*

BAY AREA TOLL AUTHORITY

Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Jan-03	Current Forecast May-03	Net Change	Expended to Date (7/98 – 4/03)	Note
Project 3002 - Carquinez Bridge Replacement (cont'd)							
Other Budgeted Capital							(e)
Capital Outlay Support		0.6	3.1	3.1	0.0	1.2	
Capital Right of Way		0.0	1.5	1.5	0.0	0.0	
Capital Outlay		10.6	11.5	11.5	0.0	6.3	
Total Other Budgeted Capital		11.2	16.1	16.1	0.0	7.5	
Total Capital Outlay Support		43.7	102.9	102.9	0.0	87.0	
Total Capital Right of Way		9.6	11.1	11.1	0.0	9.3	
Total Capital Outlay		363.3	348.7	348.7	0.0	263.4	
Project (BATA) Contingency		16.5	17.1	37.1	20.0		
Total Carquinez Bridge		433.2	479.8	499.8	20.0	359.8	
Project 4003 – Richmond-San Rafael Bridge – West Trestle and Fender Rehabilitation							
Capital Outlay Support	0438Ux	5.4	0.7	0.7	0.0	0.7	(f)
Capital Right of Way	0438U9	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	0438U4	33.9	0.0	0.0	0.0	0.0	
Non-BATA Funding		0.0	34.6	34.6	0.0	19.7	
Project (BATA) Contingency		6.1	0.0	0.0	0.0		
Total R-SR Bridge – W. Trestle & Fender Rehabilitation		45.4	35.4	35.4	0.0	19.7	
Project 4002 – Richmond-San Rafael Bridge – Deck Rehabilitation							
Capital Outlay Support	04152x	9.0	5.0	5.0	0.0	0.3	
Capital Right of Way	041529	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	041524	33.0	33.0	33.0	0.0	0.0	
Non-BATA Funding		0.0	4.0	4.0	0.0	0.3	
Project (BATA) Contingency		11.4	11.4	11.4	0.0		
Total R-SR Bridge – Deck Rehab		53.4	53.4	53.4	0.0	0.3	
Richmond Parkway (Non-Caltrans)							
Capital Outlay Support	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Right of Way	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	non-Caltrans	5.9	5.9	5.9	0.0	2.4	(g)
Total Richmond Parkway		5.9	5.9	5.9	0.0	2.4	
Total Northern Bridge Group		1123.9	1227.2	1499.2	272.0	635.5	

Notes

(e) Includes EA 01306*, 01307*, 0130A*, 0130C*, 0130D*, 0130F*, 0130G*, 0130H*, 0130J*, 0130X*

(f) Includes EA 04382*, 04383*, 0438U*

(g) Total reimbursements made to the City of Richmond for current allocation.

BAY AREA TOLL AUTHORITY

Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Jan-03	Current Forecast May-03	Net Change	Expended to Date (7/98 – 4/03)	Note
Southern Bridge Group							
Project 6004 – San Mateo-Hayward Bridge Widening							
Widen Trestle							
Capital Outlay Support	04501x	7.9	22.8	22.8	0.0	19.6	(h)
Capital Right of Way	045019	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045014	124.8	128.9	128.9	0.0	125.4	
Total Widen Trestle		132.7	151.7	151.7	0.0	145.1	
Widen Roadway							
Capital Outlay Support	04503x	4.3	6.0	6.0	0.0	6.0	
Capital Right of Way	045039	1.0	0.0	0.0	0.0	0.0	
Capital Outlay	045034	29.2	26.1	26.1	0.0	25.4	
Total Widen Roadway		34.5	32.1	32.1	0.0	31.4	
Construct Mini Toll Plaza							
Capital Outlay Support	04502x	1.7	3.8	3.8	0.0	2.4	
Capital Right of Way	045029	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045024	4.4	6.3	6.3	0.0	6.0	
Total Mini Toll Plaza		6.1	10.1	10.1	0.0	8.3	
Other Budgeted Capital							
Capital Outlay Support		1.6	7.2	7.2	0.0	3.7	(i)
Capital Right of Way		0.5	1.5	1.5	0.0	0.5	
Capital Outlay		8.9	8.6	8.6	0.0	3.2	
Total Other Budgeted Capital		11.0	17.3	17.3	0.0	7.4	
Total Capital Outlay Support		15.5	39.8	39.8	0.0	31.7	
Total Capital Right of Way		1.5	1.5	1.5	0.0	0.5	
Total Capital Outlay		167.3	169.9	169.9	0.0	160.0	
Project (BATA) Contingency		19.3	6.3	6.3	0.0		
Total San Mateo-Hayward Bridge Widening		203.6	217.5	217.5	0.0	192.2	
San Mateo-Hayward Bridge – West Approach Replacement Planting							
Capital Outlay Support	04860x	0.1	0.1	0.1	0.0	0.0	
Capital Right of Way	048609	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	048604	0.2	0.2	0.2	0.0	0.0	
Project (BATA) Contingency		0.1	0.1	0.1	0.0		
Total SM-H Bridge W. Approach Replacement Planting		0.4	0.4	0.4	0.0	0.0	

Notes:

(h) Includes EA 04501*

(i) Includes EA 00305*, 04504*, 04505*, 04506*, 04507*, 04508*, 04509*

BAY AREA TOLL AUTHORITY

Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Jan-03	Current Forecast May-03	Net Change	Expended to Date (7/98 – 4/03)	Note
I-880/SR-92 Interchange Improvement							(j)
Capital Outlay Support	23317x	20.8	24.1	24.1	0.0	13.0	
Capital Right of Way	233179	8.0	0.1	0.1	0.0	0.0	
Capital Outlay	233174	70.3	94.6	94.6	0.0	0.0	
Non-BATA Funding		0.0	10.0	10.0	0.0		
Project (BATA) Contingency		25.1	5.5	21.0	15.5		
Total I-880/SR-92 I/C Improve.		124.2	134.2	149.7	15.5	13.0	
Dumbarton Bridge West Approach Projects							
US101/University Avenue Interchange Reconstruction (non-Caltrans)							
Capital Outlay Support		0.0	0.0	0.0	0.0	0.0	
Capital Right of Way		0.0	0.0	0.0	0.0	0.0	
Capital Outlay		3.8	3.8	3.8	0.0	3.7	(k)
Total US-101/University Ave.		3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR-84) Widening							(l)
Capital Outlay Support	00487x	4.4	6.5	8.7	2.2	6.6	
Capital Right of Way	004879	1.3	0.2	0.2	0.0	0.2	
Capital Outlay	004874	24.8	26.6	26.6	0.0	19.8	
Project (BATA) Contingency		3.3	0.5	0.2	-0.4		
Total Bayfront Expressway (SR-84)		33.8	33.8	35.6	1.9	26.6	
Total Southern Bridge Group		365.7	389.6	407.0	17.4	235.5	

Notes:

(j) Includes EA 01601* and 01602*

(k) Total reimbursements made to the City of East Palo Alto for current allocation.

(l) Includes EA 01511* and 01512*

General Notes:

1. Capital outlay support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital right of way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital outlay includes construction bid items, supplemental construction work, state furnished materials, construction contingencies, and external third party agreements.